

INFORMATION REPORT

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COUNTRY Rumania

DATE DISTRIB March 1952

INTELLOFAX 25
SUBJECT Moldova Petroleum Refinery
No. 2 at Darmanesti

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PLACE
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NO OF ENCLS. 2 sketches
(LISTED BELOW)

DATE OF
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SUPPLEMENT TO
REPORT NO.

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1. In the Spring of 1949, the petroleum refinery Petrol-Bucuresti was dismantled and the installations sent to Darmanesti. About 30 technicians accompanied the installations.
2. At Darmanesti the plant was assembled and renamed Petrolifera Moldova Rafinaria No. 2. Production started on 18 December 1949 and an output of 800 tons per 24 hours was attained.
3. In January or February 1950, installations for a complete new refinery arrived from Czechoslovakia. This was known as the BKS Refinery.
4. In March 1950, work started on assembling the plant, which was to be erected east of the Petrolifera Moldova Refinery. Both refineries would form one concern to be known as Petrolifera Moldova Rafinaria No. 2, Darmanesti. Work was carried out under the supervision of a Czechoslovak engineer and some technicians who had accompanied the installations. The two Rumanian engineers responsible for the assembling were Stefan Giurcici, of Hungarian extraction, and Albert Otahal, a Czechoslovak living in Rumania.
5. According to the instructions received from the Ministry of Industry, the new plant was to start functioning seven months after the completion of the reinforced concrete base for the fractionating column (No. 49 on sketch). This base was, in fact, completed in June 1950.
6. It was planned that the buildings' auxiliary installations and roads should be completed by 1953. This work was undertaken by the Sovromconstructii Company which used politically unreliable recruits from the Rumanian Army as unskilled laborers.
7. It was planned that the BKS installations would have an output ranging between 1,300 and 1,500 tons per 24 hours.
8. Crude oil was pumped through pipe lines from Petrolifera Moldova No. 1 Moinești. This was a small refinery located about 100 meters from the Moinești railroad station. Its equipment included about five small fractionating columns six to eight meters high. Production had been discontinued

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when the first refinery at Darmanesti started operating and according to local workmen no further refining was anticipated in this plant, which was to be used as a pumping station for crude oil sent from the local oil fields to Darmanesti.

9. Outlay and Installations of Petrolifera Moldova Rafineria No. 2, Darmanesti. The following numbers correspond to the numbers on the attached sketch "A":

1. Wooden perimeter fence two and a half meters high.
2. Wooden guardposts manned day and night by armed guards. By order of the Security, electric lights were to be installed along the fence.
3. Main entrance.
4. Masonry construction measuring ten by six by six meters and used as a guard house. There were about 40 guards. All were Communist Party members recruited in the village of Darmanesti.
5. Main refinery road six meters wide. The road was to be gravel covered.
6. Gravel roads.
7. Unsurfaced roads.
8. Entrances with wooden gates.
9. Underground oil pipeline from Moinești. The pipe had a diameter of 16 inches and was laid at a depth of one-and-a-half to two meters within the refinery.
10. Underground water pipeline (see sketch "B" No. 25).
11. Shed used as offices.
12. Single-story building 20 meters long and six meters wide, used as the main office in June 1950.
13. Sheds accomodating Sovromconstructii personnel.
14. Cadre (Political) office.
15. Old power generator
16. Dining hall.
17. Kitchen.
18. Washrooms and toilets.
19. Old work shop.
20. Sheds not in use in June 1950. Previously they had been used as stores.
21. Two-story building 50 meters long and eight meters wide spanning road No. 5 above. In this building the main offices were to be accommodated.
22. Distillation tank, capacity 30 tons.
23. Concrete building measuring ten by six by four meters and housing water pumping installations. There were a number of Worthington pumps.
24. Underground concrete water cooler.
25. Concrete building measuring ten by six by four meters. In this building were nine pumps mainly supplying the storage tanks (No. 51 below).
26. Concrete building containing a considerable number of pumps.
27. Metal still, surrounded by a brick wall eight tenths meters thick.
28. Chimney 24 meters high and one-and-a-half meters in diameter.
29. Underground concrete tank measuring ten by six by four meters. This tank was only to be used in case of fire to save the products of the installations exposed to the flames. The oil products passed first through a metal tank eight meters high and 1.60 to 1.70 meters in diameter.
30. Three fractionating columns of the following sizes:
 - a. 28 meters high and three meters in diameter.
 - b. 20 meters high and one to two meters in diameter.
 - c. 12 meters high and one meter in diameter.

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They were based on a concrete platform which was supported by eight concrete pillars, five meters high. The pillars were based on an underground concrete foundation.

31. Overhead pipe, 0.40 meters in diameter transferring the vapor from the still (No. 27 above) to the fractioning columns (No. 30 above).
32. Two metal tanks (part of the main distillation process). These tanks were four to five meters high and had a diameter of four to five meters.
33. Underground pipeline half meter in diameter and laid at a depth of one-and-a-half meters. Used for a final refining process. After processing, the unusable residue was transferred to the nearby river through a pipeline (No. 35 below).
34. Refining unit named Batal. This was a reservoir collecting the residue passed through the pipeline.
35. Underground pipeline.
36. Pumping installations transferring refined products from the Batal refining unit (No. 34 above) to a reservoir (No. 37 below).
37. Reservoir receiving refined products from the Batal refinery unit (No. 24 above). Thence they were pumped to the fractionating column (No. 30 above) for further treatment.
38. Garage. There were two trucks and one jeep.
39. New concrete construction four by twenty by six meters, used as a workshop.
40. General store, similar to No. 39 above.
41. New building used as a store for the boiler room (No. 42 below).
42. Boiler room measuring thirty by eight by four meters. There were four oil fed boilers, working at ten atmospheres each, supplying steam for the pumping installations. Threes of the boilers were Parcock - Wilcox models and one was a Stein Mueller model.
- 42a. Two metal chimneys 18 to 20 meters high.
43. Two metal tanks, each containing 20 tons of oil for the boilers.
44. New power plant measuring 24 by 12 by 8 meters. There were two Diesel engines of 500 h.p. each and one steam turbine.
45. Building measuring eighteen by five by three meter; used as offices for the engineers.
46. Sheds used by the soldiers employed by the Sovromconstructii Company, and as garages and stores.
47. Three new metal BKS company stills.
48. Building under construction in June 1950. This building was to accommodate the BKS pumping installations.
49. Position of BKS fractioning column. In June 1950 only the concrete base had been completed. The fractioning column would have a height of 49 meters.
50. In this area the BKS equipment was stored pending assembly.
51. Twenty metal storage tanks placed in a double line 250 to 300 meters long. Each tank had a capacity of 2000 tons. They were 12 to 14 meters high and eight to ten meters in diameter. The tanks were made of sheet metal five millimeters thick. In June 1950 work was in progress on erecting earth walls around the tanks.
52. Ten metal storage tanks of a capacity of 1,000 to 1,500 tons each.
53. Pipelines leading to the storage tanks.
54. Six pipelines leading from the oil storage tanks to a pumping station (No. 55 below) and thence to the railway fueling points (No. 56 below).
55. Pumping station, a concrete construction measuring fourteen by eight by four meters.
56. Six pipelines leading to the railway fueling points.
57. Pipeline leading to the distillation tank (No. 22 above).
58. Pipeline three to four inches thick bringing steam to the pumps.
59. Six small metal tanks having a capacity of 20 tons each. These tanks contained gasoline, paraffin, lubricating oil and fuel oil.
60. Planned location of the BKS storage tanks.

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Surrounding Area

The following numbers correspond to the numbers on attached sketch "B".

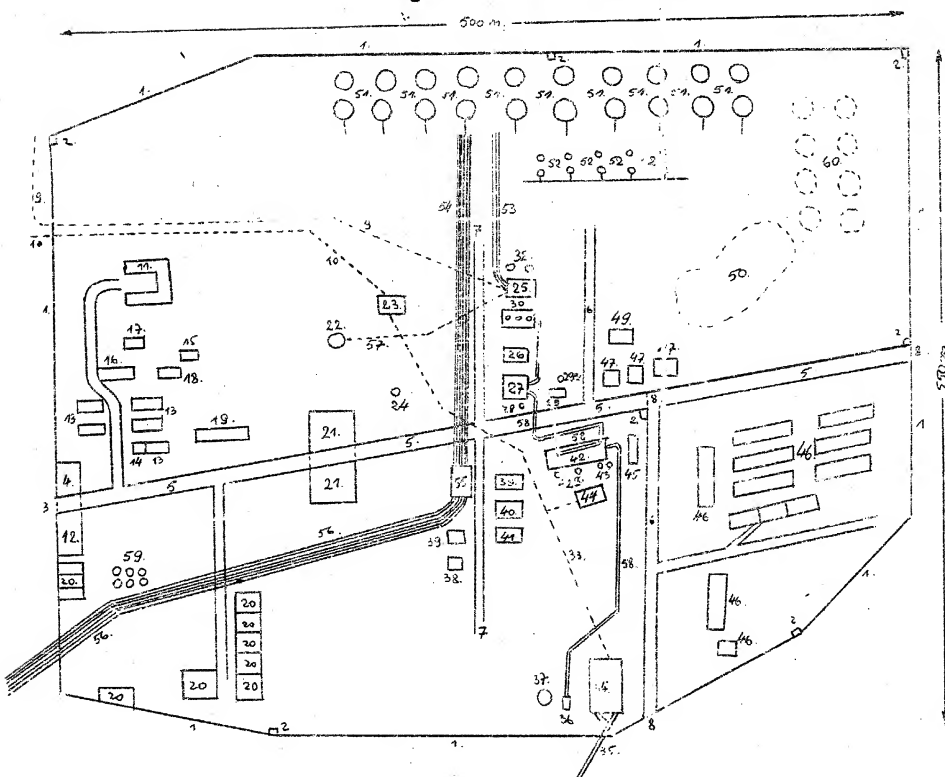
1. Darmanesti railroad station.
2. Accommodation for CFR railroad employees.
3. Railroad freight yard.
4. Lumber mill IPEIL of Darmanesti.
5. Gravel road Targul Ocna-Moinesti.
6. Metal road and railway bridge located at about one kilometer from the railroad station. This bridge was about 100 meters long, 12 meters wide, and two meters above river level.
7. Uzul River.
8. Built up area of Darmanesti.
9. Gravel road six meters wide. This road was repaired during 1949 and 1950. It was expected that it will be widened at a later date.
10. Small wooden bridges.
11. Gravel road repaired during 1949 and 1950.
12. Main road passing through the refinery (see No. 5, Sketch "A").
13. Four shops near the railroad line.
14. New railroad line four kilometers long leading from the refinery to the railroad station.
15. Three small railway bridges eight to twelve meters long spanning irrigation canals.
16. Irrigation canals.
17. Refinery railroad station.
18. Refinery.
19. Twenty oil storage tanks (see No. 51, Sketch "A").
20. Up to June 1950, 50 houses had been built in the area and more were to be constructed.
21. Two-story building constructed in 1950 and measuring 40 by 20 by 10 meters. The ground floor would be used as a dining room and the first floor as baths for the refinery personnel.
22. Gravel road (see No. 6, Sketch "A").
23. Pumping station located about two kilometers from the refinery.
24. Concrete water reservoir 40 meters long and 25 meters wide; the depth was not known.
25. Underground water pipeline laid at a depth of two meters. The pipe had a diameter of 0.75 to 0.80 meters; it was made of sheet metal three to four millimeters thick, and had been given a protecting concrete coating.
26. Six underground pipelines (see No. 56, Sketch "A") leading to the railway fueling points. The number of fueling points was not known but 180 to 200 tank cars could be loaded daily.

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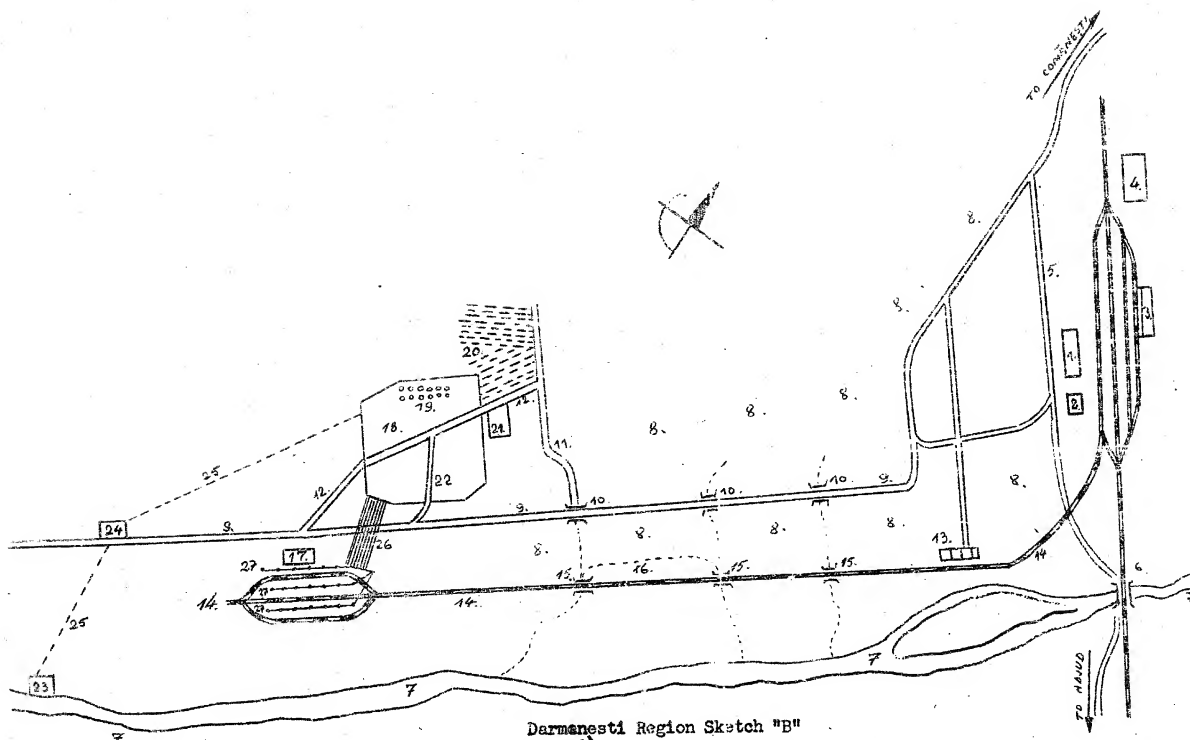
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Moldova Petroleum Refinery Sketch "A"

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Darmanesti Region Sketch "B"

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